

## The Intelligencer.

Office 25 &amp; 27 Fourteenth Street.

PUBLISHED BY CAMPBELL, FULMER AND PROPRIETORS.

THURSDAY, NOV. 1, 1877.

**WESTERN UNION TELEGRAPH.**—The history of the Western Union Telegraph is probably the most interesting extant of the growth of watered stock. This company grew out of the New York & Mississippi Valley Printing Telegraph Company, which was organized in 1851. The Western Union was incorporated in 1866, and was a consolidation of the company named above with the Lake Erie Telegraph Company. At that time the combined companies owned 1,400 miles, representing an actual outlay of only \$300,000. The first watering of stock took place in 1863, when a stock dividend of 414 per cent was made; then followed dividends in stock in 1862 of 27 per cent, in 1863 of 100 per cent, in December of the same year of 33 1/3 per cent; then an issue of \$2,000,000 stock to pay for purchased lines; and in 1866 a dividend of 100 per cent in stock was made. At that time the capital stock was \$22,000,000, and since then, by new issues for the purchase of rival lines, etc., it has been increased to \$41,073,410, of which \$2,255,355 is held by the company in its own Treasury. In twelve years after its organization the company had a capital of \$20,000,000 which cost the stockholders less than \$400,000. The first dividend in money was \$1 per cent, paid in Dec. 1857, and within ten months thereafter 7 1/2 per cent in dividends had been paid. Besides the enormous stock dividends that were made between 1853 and 1866, the cash dividends averaged about 7 per cent a year. Between July 1, 1866, and June 30, 1877, the dividends were \$12,121,987.34.

**SAMUEL GEORGE, Esq.** of Wheelburg, was in the city yesterday. He says that the wool clip in Brooke county is only a little more than half sold. Buffalo district is pretty well sold out. Joseph Gist and Lewis Applegate are still holding, as are a majority of the growers in the Cross Creek district. Mr. George is buying at 40 cents and has taken in say 30,000 pounds in the last few weeks.

As executor of the Montgomery Walker estate, Mr. George sold lately one of the farms belonging to it for \$42 per acre that Mr. Walker paid \$55 for five years ago. This shows, perhaps, pretty accurately the average depreciation in the saleable value of lands in Brooke county.

Mr. George does not feel as sanguine as some people that the P. W. & Ky. is going to be of marked benefit to Wheelburg. This idea is that a town must have something to sell, like manufactures, in order to be materially benefited by a railroad. Otherwise it affords facilities for the people of the town and vicinity to go cheaply and quickly to the cities to deal. Personally, inasmuch as he is a manufacturer of paper, he expects to be benefited to some extent by the railroad, but thinks that if Wheelburg ever gets out of it all that she has expected, she must turn her attention to producing as much as possible rather than to mere buying and selling.

We do not consider the following lines quite equal in originality to some ordinary poetry published in the INTELLIGENCER a few days ago, but nevertheless the sweet singer who is responsible for them deserves to be encouraged. She finds a congenial theme in the death of Brigham Young. "His death was caused by eating too much green corn," remarks the sweet singer. Then she proceeds:

It made him sick and very bad,  
And he died of it, and he was dead,  
Doctors were brought from far and near,  
And none of them could help him here,  
Of course he had the best of care,  
A wife for every care,  
But he died and left them all,  
The children, too, felt bad about it,  
And wept and said sadly to each other: "Pa  
did eat too much green corn." The sweet  
singer closes with a melancholy fact and  
a couple of morals:

Brigham's wives are in deep grief,  
It was that very thing,  
Although his wife said she was dead,  
By eating too much green corn.  
He made a mistake of himself,  
When thinking what he'd do,  
Which caused the death of a Mormonite,  
And the end of Brigham Young.

**Farewell Remarks of Brother Sharp, Late of the Baltimore & Ohio Railroad.**

BROOKLYN, October 25, 1877.  
To the Officers and Employees of the Baltimore & Ohio Railroad Company:

In retiring from the service of the Baltimore & Ohio Railroad Company, I desire to express to you my sincere thanks for the cordial support and assistance rendered me during the past five years.

It is with a feeling of great regret that I am compelled to sever my connection with you, from whom I have during the whole period of my administration as Master of Transportation received such uniform kindness and hearty co-operation. The necessity that I should immediately assume the duties of the position to which I have been called, has prevented me from expressing this to you in person, and I must therefore, by this means of bidding you all an affectionate "Good-bye," and wishing you "God-speed."

In commending you to my successor, I feel assured that you will give him the same faithful and efficient support that you have rendered me. With my best wishes and kindest regards to you all, I am very truly yours,  
THOS. R. SHARP.

**Twined's Opinion of Tilden.**  
I was interviewed by Bos Twined.

"What kind of a President would Mr. Tilden have made had he been peacefully inaugurated?"

"Well," said Mr. Twined, musingly, "if Congress were called to meet on the 4th of March, and by constitutional requirement the President would have to send in his message on that day. Tilden would have it ready perhaps by the 4th of April following. He always puts off everything."

"But if he has so much procrastination in his habits, how did Mr. Tilden become so rich?"

"By trying people out," said Mr. Twined. "He would just sit down and wear out the patience of anybody in business as he would in politics. He was a railroad schemer, you know. Suppose you had 5,000 shares of stock in some company which was designed to capture. He would sit all day long on that stock and would get no dividends, and after awhile you would have to sell some of the stock. His pool, which he had arranged to keep you out of your dividend, would then buy up your stock, and so little by little, you would have to let that stock out until Tilden's crowd got it all, and after awhile your railroad would be reorganized and consolidated. But that kind of patience does not apply to a President, who can only serve four years and must act on the moment."

**EDWARD C. MARSHALL, son of Chief Justice Marshall, wants to be United States Marshall in Virginia.**

## OAKLAND LETTER.

**The Pride of the People Aways up, and a Very Strange Story Indeed.**

OAKLAND GAZETTE CO., MD.,  
October 29, 1877.

Editors Intelligencer.

With the aid of a map of Maryland, an inquisitive mind, and a thirst for geographical knowledge as great as that of Stanley, you may be able to discover—away up in the westernmost corner of the State—the little town from which I write.

The first article in the creed of an Oaklander is that his village has much to be proud of. She is proud of her \$100,000 worth of stock, and of the fact that she does an immense business in the summer with that golden bird of passage, the American seeker after pleasure. She is proud of her factories and mills, her handsome churches, her numerous stores, her high-toned and exclusive social life, her cottages, her lawns, her ball-rooms, her pretty girls, her bran new country house and lots of bran new babies, and lastly, but by no means least, she, like Miss McBride, is

"Proud of her beauty and proud of her pride."

For several years after the creation of Garrett county, Oakland fought a bitter fight with several other towns for the location of the county seat but she won at last and the political battles of both parties in the county are carried on here. Among the Democrats there was a lively struggle for the Legislative nominations. Bannan and his confederates of the Canal Board came to consult with local leaders as to the best manner of obtaining the members and the matter was put in the hands of Patrick Hamill, our Congressman from this District—a man of all intellect, bombastic style, and laughable vanity, whose recent animosity to the B. & O. R. Co. is occasioned by their refusing to give him a pass on the road. Considerable money was used in the canvass, but the opposition was strong enough to divide the convention so evenly that neither party could succeed. The result was an effected unfavorable to Bannan. The energetic movements of both sides indicate that members of the Legislature are valuable.

Speaking of Hamill reminds me of a story that was told to me not long since of his connection with Senator Henry G. Davis in a matter that was of considerable interest to several of the eastern counties of West Virginia.

When the Baltimore & Ohio Company first began talking of removing the terminus of the Second Division from Piedmont to Keyser, there was a great deal of hard feeling toward Senator Davis, who was accused of using his influence toward prostrating the business of the former place. The following was told to me by a prominent member of the company, and I tell it in justice to Mr. Davis.

As there was but little or no room to erect necessary buildings in Piedmont the company wished to purchase land from Mr. Davis at Keyser and put them there, but that gentleman advised Mr. Garrett the buy the island near Piedmont which belonged to Mr. Long, saying it was a suitable place for the company's purposes, and in this Mr. Garrett acquiesced and asked Mr. Davis to effect the transaction. Mr. Pat. Hamill was agent for the owners, and when Mr. Davis opened negotiations with him he said in a loud, consequential tone—

"peculiarly his own—that if any such sale was made he would act directly with his own personal friend and crony (oh ye gods and little fishes!) John W. Garrett, and did not desire any interference from a third party. Upon Mr. Davis informing Mr. Garrett of the result of his interview with Hamill, Garrett said he would have nothing further to do with Hamill, and the round house, machine shops, etc., went to Keyser. There is some talk, however, among the powers that be, of moving to Piedmont a portion of the car-building works from Mount Clear.

Many a person has said after closing a novel of Charles Reade, Wilkie Collins, Alexander Dumas or some other writer of the highly sensational school, that not only was it impossible for such things to take place in real life, but that there could not have been even a shadow of skeleton of fact upon which to place the flesh, blood and muscular life of fiction. But let these disbelievers of the marvelous enter the ranks of journalism and they will constantly meet with things so strange as to cause them to quote the well known motto of the true journalist: "Let your belief in a story increase with its improbability." In proof of this I will give you the history of one of the most remarkable cases that I ever met with and the truth of which I can vouch for. The names of those concerned and of the localities are changed at the request of one of the principals.

Thirty-three years ago a family named Benton, consisting of father, mother, son and daughter, resided in one of the Western States near a small town called Blank. The father was a lawyer and lived in style. He had a son, a child between two and three years of age, was always elegantly dressed, and George, the son, a boy of seven, was preparing to enter an Eastern school. One day little Mabel disappeared and her parents never heard of her again, although they spent thousands of dollars in seeking for her.

The heart-broken mother died soon after the loss of her darling, and the father wandered over this country and Europe and finally settled in New York, where he died.

George grew to manhood and the memory of his lost sister was almost effaced from his mind. In his 27th year, while visiting a married friend, he fell in love with the governess of his friend's children, a beautiful girl of about 23, and after some months they were married and lived happily for five or six years, a boy and girl being born to them during that time.

While in his office one morning a gentleman called upon him and introduced himself as a lawyer from California. He asked George a number of questions in regard to his parents, where he was born, etc., and would not let him leave until he had given him a long and detailed account of his father's life and of the disappearance of his sister.

"What was the name of the family she died in San Francisco, leaving a considerable fortune to his nephew, and enjoining his lawyer to seek for his niece. For some time no trace of George could be discovered, but at last he was found. "Now, my dear sir," continued the lawyer, "I have something else to tell you—your sister has been found, or at least she can be in half an hour." As may be imagined, this was a stunner, but the explanation was short and simple.

A tramp on his way to a St. Louis police station confessed that he and two companions had stolen little Mabel Benton for her clothes and a locket which she wore, and that she had continued with her for several years, when her bright, pretty face attracted the attention of a kind-hearted lady in Ohio, who adopted her and sent her to school, where she remained until her patroness died. Mabel then became a teacher in a large school in Cincinnati, but as her health began to fail she applied for a position as governess and was now in the family of Mr. M. or at least that was the last place he had heard of her being in.

"What was the name of the family she was in?" asked George.

"M.," was the answer.

"What name did my sister have?"

"Mabel Ferris."

"My God!" cried George in agony. "She has been my wife for five years."

## THE LARGEST GIRL OF HER AGE IN THE WORLD.

Miss Evans, a daughter of Ephraim Evans, who lives in the village of Avon, in this county, is a wonderful curiosity. She is only ten years old, but is probably the largest girl of her age on record. Her height is about five feet and she weighs 148 pounds. Her features are even and pretty, and she is lively and quick-motivated. Any one would take her to be a young lady about the age of eighteen. She can do more work and do it better than the majority of girls can at twice her age.

**Schenck's Pulmonic Syrup for the Cure of Consumption, Coughs and Colds.**

The virtue of this medicine is that it ripens the matter and throws it out of the system, purifies the blood, and thus effects a cure.

**Schenck's Sea Weed Tonic for the Cure of Dyspepsia, Indigestion, &c.**

The Tonic produces a healthy action of the stomach, creating an appetite, forming chyle, and curing the most obstinate cases of Indigestion.

**Schenck's Mandrake Pills, for the Cure of Liver Complaint, &c.**

These Pills are alternative, and produce a healthy action of the liver, without the least danger, as they are free from calomel, and yet most efficacious in restoring a healthy action of the liver.

These remedies are a certain cure for Consumption, as the Pulmonic Syrup ripens the matter and purifies the blood. The Mandrake Pills act upon the liver, create a healthy bile, and remove all diseases of the liver, often a cause of Consumption.

The Sea Weed Tonic gives tone and strength to the stomach, makes a good digestion, and enables the organs to form good blood, and thus creates a healthy circulation of healthy blood. The combined action of these medicines, as thus explained, will cure every case of Consumption, if taken in time, and the use of the medicines prevented in.

Dr. Schenck is professionally at his principal office, corner SIXTH and ARCH STS., Philadelphia, every Monday, where all letters for advice must be addressed. eod

**DIED.**

CAMPBELL.—On Wednesday morning, October 31, 1877, at 10 o'clock, WILLIAM CAMPBELL in the 54th year of his late residence, No. 232 Main street, this (Thursday) afternoon at 3 o'clock. Friends of the family respectfully invited to attend Interment at Greenwood Cemetery.

McCLURE.—On Wednesday, October 31, 1877, at 2 p. m., at his residence in Taylorstown, Washington county, Pa., A. E. McCLURE.

**TRAVELERS' GUIDE.**

DEPARTURE OF TRAINS.

For Baltimore, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Washington, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For New York, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Philadelphia, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For New Orleans, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For St. Louis, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Chicago, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For San Francisco, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Portland, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Tacoma, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Vancouver, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Victoria, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4:30, 7:30, 10:30.

For Seattle, 4:40, 10:30, 1:30, 4:30, 7:30, 10:30, 1:30, 4: